

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

6050.22C

7/13/92

SUBJ: RADIO FREQUENCY INTERFERENCE INVESTIGATION-AND REPORTING (RIS: 6050-16)

1. PURPOSE. This order prescribes procedures for investigating and reporting radio frequency interference affecting the National Airspace System (HAS).

2. DISTRIBUTION. This order is distributed to the division level within the Office of the Chief Counsel; to branch level within the Systems Maintenance Service, NAS Transition and Implementation Service, Office of Air Traffic System Management, Communications, Navigation and Landing, Surveillance, Weather and Flight Service Systems, Flight Standards Service, and the Office of Civil Aviation Security Operations in Washington headquarters; to branch level within the regional Airway Facilities, Air Traffic, Flight Standards, Civil Aviation Security divisions, and Chief Counsel; and to all Airway Facilities, Air Traffic, Flight Standards, and Civil Aviation Security field offices with a maximum distribution.

3. CANCELLATION. Order 6050.22B, Radio Frequency Interference Investigating and Reporting (RIS: AF 6050-16), dated September 26, 1980, is canceled.

4. BACKGROUND. In order to maintain a safe and efficient NAS, it is imperative to control air traffic in an environment that is free of harmful radio frequency interference (RFI). A national RFI team consisting of headquarters, regional, and operations personnel, with contractor support, has been established for investigating and resolving all reported RFI cases. The Systems Maintenance Service, Spectrum Engineering Division, ASM-500, serves as the focal point for the resolution of RFI affecting the NAS and for providing contractor support.

5. EXPLANATION OF CHANGES. The purpose of this revision is to include the addition of Appendix 1, FAA Form 6050-3, Frequency Interference Report; the addition of procedures to follow during deliberate RFI ("phantom controllers"), and the addition of Appendix 2, Interagency Task Force Agreement.

6. FORMS AND REPORTS. All interference cases shall be reported on FAA Form 6050-3 (RIS: 6050-16), Frequency Interference Report. The regional Spectrum Management Office (SMO) shall place appropriate comments on copy number four of FAA Form 6050-3 and forward it to ASM-500. In addition, all engineering data and reports involving the interference case must be forwarded to ASM-500. A sample of FAA Form 6050-3 (RIS: 6050-16) is shown in appendix 1. This form can be ordered from the FAA Logistics Center under NSN: 0052-00-837-1000.

7. PROCEDURES. In accordance with the latest edition of Order 6050.32, Manual of Regulations and Procedures for FAA Spectrum Management, Airway Facilities (AF) sectors are encouraged to designate a sector spectrum coordinator. The following steps shall be taken to discharge spectrum management responsibilities involving RFI:

a. Repeated Unintentional RFI. Having received a report from Air Traffic (AT) of repeated interference, AF sector personnel shall immediately attempt to identify the RFI source and follow the steps below:

(1) If the source is identified and the AF sector personnel believe they can approach the involved person(s) without placing themselves in danger, they shall initiate such contact. The contact will be advised of the interference and requested to resolve the issue. Generally, this approach would be taken with other government entities.

(2) If the source is identified and the AF sector personnel believe they cannot approach the involved person(s), without placing themselves in danger, they shall notify the regional SMO immediately.

(3) If the source is not immediately identified, the AF sector office involved shall immediately notify the regional SMO. The regional SMO shall analyze each unresolved report and determine the action required to expedite resolution.

(4) In all instances, the AF sector shall report all cases of RFI (resolved and unresolved) to the regional SMO within 24 hours of the initial report.

(5) If the interference resulted in a facility outage, significantly degraded the facility operation, contributed to an air traffic operational error, or contributed to a near mid-air accident, the sector AF watch stander shall immediately notify the National Maintenance Coordination Center (NMCC) and the regional SMO. During non-regular work hours, the watch stander shall notify the regional SMO via the Regional Operations Center (ROC). The regional SMO shall immediately notify ASM-500.

(6) ASM-500 will determine whether headquarters support will be provided.

(7) All interference cases requiring international coordination shall be referred to ASM-500.

(8) Coordination with the Federal Communications Commission (FCC) field engineering offices and monitoring stations shall be through the regional SMO.

(9) Regional SMO's may request aircraft support from the flight inspection field offices directly. Aircraft support from the FAA Technical Center, Communications/Navigation/Surveillance Division, ACN-200, may be requested through ASM-500.

(10) For new facilities with RFI problems, the regional AF Establishment Engineering Branch, XXX-450, shall notify the regional SMO which will be responsible for the action required to resolve the RFI problem.

b. Deliberate or Intentional RFI ("Phantom Controller"). Phantom controller-type RFI is defined as unauthorized, deliberate, or intentional transmissions by an individual directed to aircraft or air traffic controllers, with the intent of redirecting or giving clearance to an aircraft, or disrupting in any way the normal flow of air traffic control duties. Due to the differences in each situation, every deliberate RFI incident will need to be handled individually. The following personnel/offices shall perform the duties listed below when a phantom controller incident occurs, and these duties also clarify the procedures described in appendix 2:

(1) FAA.. Supervisory Air Traffic Control Specialist shall:

(a) Correct false information and advise target aircraft of bogus controller situation.

(b) Broadcast an alert to all aircraft within threatened area.

Example: "Attention all aircraft. Bogus air traffic control instructions have been heard at Long Beach airport by arriving aircraft. False instructions have been heard on the local control frequency 118.5. All aircraft exercise extreme caution on all frequencies and verify all instructions."

(c) Collect pertinent information regarding the incident.

(d) Notify the ROC of the phantom controller situation and request a conference call with the AF sector manager (or his/her designee), the regional SMO, the regional AT division manager, and the regional Civil Aviation Security (CAS) division manager.

(e) Report all relevant information pertaining to the incident at the telephone conference.

(f) Ensure the air traffic control tower (ATCT) or air route traffic control center (ARTCC) tape in use is safeguarded and removed from normal rotation. The tape shall not be immediately changed or pulled. The information on the tape could be invaluable in identifying the phantom controller and also during criminal prosecution.

(2) FAA Regional Operations Center shall set up conference call with the following persons or their designees:

(a) AF sector manager.

(b) Regional SMO.

(c) Regional AT division manager.

(d) Regional CAS specialist.

(3) The AF sector manager or his/her designee (task force coordinator) shall:

(a) Chair the conference call initiated by the ROC, take action to verify if the reported interference is a valid phantom controller incident (with input from the conferees), and summarize the decision made as to what measures shall be taken at that time.

(b) Notify the NMCC, FTS 267-6622, of phantom controller situation and activate the task force if appropriate; e.g., if it is determined to be dangerous to air traffic, is continuing, or has established a periodic pattern.

(c) Designate a time and place for the task force to meet (if the task force has been activated).

(d) Continue to be the central coordinator and focal point throughout the investigation.

(e) Notify and coordinate with local FCC personnel if the regional SMO is not available.

(4) FAA regional SMO shall:

(a) Assist the task coordinator in the confirmation of the force phantom controller incident.

(b) Chair the conference call and activate the task force when the task force coordinator is not available.

(c) Notify and coordinate with appropriate FCC district the office, field engineering office, and stations during the phantom monitoring controller incident.

(d) Notify ASM-500.

(e) Participate with the FCC in the on-site investigation providing direction-finding capabilities.

(5) Local AF sector personnel shall:

(a) Provide assistance at airports during investigation.

(b) Coordinate communications between the direction finding teams (FAA, FCC, etc.) and AT controllers.

(6). CAS division managers shall:

(a) Ensure there is a regional security specialist available to assist when phantom controller incidents occur.

(b) Ensure the ROC has a current telephone listing of those personnel.

(c) Notify headquarters personnel of incident and when support is needed.

(7) Local regional security specialist shall:

(a) Assist the task force coordinator in the confirmation of the incident as the representative of the CAS division manager.

(b) Chair the conference call and activate the task force when the task force coordinator and the regional SMO are not available.

(c) Assume responsibility for the potential criminal investigation of the phantom controller incident, coordinating with the local FBI and conducting or participating in the conduct of the resultant criminal investigation.

(d) Establish coordination with state and local law enforcement.

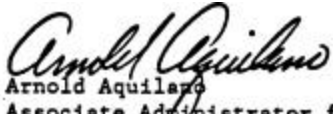
(e) Advise appropriate parties regarding the proper handling of sensitive information; e.g., proper handling and preservation of evidence.

(8) ASM-500 shall:

(a) Notify FCC Headquarters Enforcement Division.

controller.

(c) Provide additional guidance and resources to the task force when necessary.


Arnold Aquilano
Associate Administrator for
Airway Facilities



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Interagency Agreement AUG 19 1996
Between the Department of Transportation/ Date:
Federal Aviation Administration (FAA), the Department
of Justice/Federal Bureau of Investigation (FBI), and
the Federal Communications Commission (FCC) Reply to
From: Acting Director of Airway Attn. of:
Facilities, AAF-1

To: Distribution

We have attached a copy of the signed Interagency Agreement for your information. This agreement outlines procedures the FAA, FBI, and the FCC should follow to resolve any deliberate radio frequency interference affecting the National Airspace System.

This agreement will be an appendix to the next revision of FAA Order 6050.22X, Radio Frequency Interference Investigation and Report.

If you have any questions, please contact Marie Mader, Spectrum Assignment and Engineering Division, ASR-100, at (202) 267-9733.



Stanley Rivers

Attachment

Distribution

ACS-1	AAL-400	ADA-40
ACO-310	ACE-400	AOP-1 (NMMC)
AAF-1	AEA-400	AAL-6
AVR-1	AGL-400	ACE-43
AGC-1	ANE-400	AEA-6
AAT-1	ANM-400	AGL-46
APA-1	ASO-400	ANM-6
ASC-1	ASW-400	ASO-6
ADA-30	AWP-400	AWP-6
		ANE-6
		ASW-6

INTERAGENCY AGREEMENT

BETWEEN

THE DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION
ADMINISTRATION (FAA)

AND

THE DEPARTMENT OF JUSTICE/FEDERAL BUREAU OF INVESTIGATION
(FBI)

AND

THE FEDERAL COMMUNICATIONS COMMISSION
(FCC)

7/1/96

I. PURPOSE

The purpose of this interagency agreement is to outline the procedures the FAA, FBI, and FCC should follow to effectively interact in an attempt to locate, identify, and resolve any deliberate radio frequency interference (RFI) (commonly referred to as "phantom controller") affecting the National Airspace System (NAS). This type of RFI results when an unauthorized user attempts to interfere, or interferes, with air navigation and/or communications in violation of applicable Federal codes, statutes, and regulations.

II. BACKGROUND

It is unknown when the first unauthorized transmissions of the type described above were made. However, there has been an increased awareness of this problem since September 1986 when several occurrences were reported in the Miami, Florida, area. Since the unauthorized user usually attempts to give conflicting or erroneous air traffic control information, the phrase "phantom controller" has been associated with this type activity.

The FAA, FBI, and FCC in the Miami, Florida, area developed local procedures to ensure proper notification of and facilitation of an organized response to "phantom controller" reports. The basis for these procedures is a Task Force concept, where specific reporting and notification procedures are used by individuals in all three agencies.

"Phantom controller" activity has increased since 1986 and has been reported in several other parts of the country. In April 1988 a meeting of FAA, FBI, and FCC personnel took place in Washington, DC., to begin formulating an interagency agreement to deal with the "phantom controller" or other deliberate interference problems. At that meeting it was decided that a task force concept similar to that used in Miami should be the basis for a plan that could be used throughout the country. In August 1989, the FAA, FBI, and FCC entered into an interagency task force agreement to formalize the agencies' procedures in response to "phantom controller" type RFI. On the basis of recent experience, this agreement is being updated to enhance the respective agencies' procedures to address "phantom controller" problems.

III. AGENCY RESPONSIBILITIES

Each agency or participant in the task force shall perform services and exchange information for their areas of responsibility within their own budget constraints. No exchange of accounting or billing information is needed. Each agency will participate in the task force as noted below

A. FEDERAL AVIATION ADMINISTRATION (FAA)

The FAA has primary responsibility for air safety and is usually first to have knowledge of any deliberate interference with air navigation and communications frequencies. Therefore, the FAA, Spectrum Assignment and Engineering Division, (ASR-100) and his/her designee is designated as the National Task Force coordinator and will officially activate the task force, and complete the requirements set forth in section IV and attachment 1.

In order to effectively carry out the FAA's responsibility, the FAA shall establish a Policy Committee, that consists of the following members:

1. Director of Airway Facilities, AAF-112
2. Director of Air Traffic, AAT-112
3. Associate Administrator for Regulation & Certification, AVR-1/2
4. Director for Aviation Standards, AVN-1/2
5. Office of the Chief Counsel, AGC-112
6. Associate Administrator for Civil Aviation Security, ACS 1
7. Office of Airports Standards, AAS-1/2
8. Office of Spectrum Policy and Management, ASR-1/2

When the Task Force is activated, the FAA Spectrum Assignment and Engineering Division (ASR-100), or its designee shall assume the role and responsibilities of the Task Force Coordinator.

Within the FAA, the FAA Civil Aviation Security has responsibility for performing criminal investigations and initiating and participating in joint investigative efforts with other Federal and local law enforcement entities.

This effort shall be coordinated with the appropriate FBI and FCC headquarters office and may result, with the written agreement of all the parties, in revisions, additions, or deletions to this interagency agreement.

B. FEDERAL COMMUNICATIONS COMMISSION (FCC)

The Federal Communications Commission will provide a 24 hour-a-day response to requests for assistance from the Task Force Coordinator and do the following:

1. Provide direction-finding (DF) capability, both mobile and fixed.
2. Provide liaison with the Task Force in investigating deliberate interference cases.
3. Provide the FAA and FBI the results of their electronic surveillance for determination of violations of Federal Criminal statutes.

4. In cases where the FBI or FAA does not have responsibility, prepare and submit evidence to the U.S. Attorney. Testify in criminal prosecution of suspected perpetrators as required.

5. Provide additional technical assistance, such as signal signature analysis and development of improved direction-finding capabilities.

C. FEDERAL BUREAU OF INVESTIGATION (FBI)

The FBI shall, upon receipt of a complaint from the Task Force Coordinator to a local FBI field office, refer that information to the appropriate U. S. Attorney for a determination as to the existence of a violation of the Destruction of Aircraft or Motor Vehicle statutes, Title 18, U. S. Code, Sections 32 (a), 35, or other applicable criminal statutes, including, but not limited to, 49 [U.S.C. 46308](#). If such a violation appears to exist, the FBI will conduct a criminal investigation to identify and prosecute the perpetrator of such acts. (In those cases where the FBI conducts a criminal investigation with the assistance of another agency or other agencies, the FBI will exercise lead agency authority with respect to the criminal investigation.)

To the maximum extent allowed by applicable law and agency procedures, the results of this investigation will be coordinated with the other agencies comprising the interagency Task Force.

The FBI shall also provide technical assistance to the interagency Task Force. This technical assistance may include the use of electronic surveillance and/or direction-finding capabilities, including the use of FBI aircraft in deliberate RFI investigations on a case-by-case basis.

IV. THE TASK FORCE CONCEPT

When a deliberate interference situation exists, the Task Force concept will be implemented which may include the activation of the Task Force and a Task Force Command Center.

The implementation and activation of the Task Force are covered in Attachment 1 and Figure 1.

A. RESPONSIBILITY

The Task Force shall perform those activities necessary to locate, identify, and resolve deliberate interference problems that are in violation of applicable Federal codes, statutes, and regulations.

B. STRUCTURE

The Task Force will typically consist of a minimum of the following members, representing the following organizations:

1. FAA National Task Force Coordinator
2. FAA Local Airway Facilities Office
3. FAA local Air Traffic Office
4. FAA Regional and local Aviation Security Office
5. FAA Regional Frequency Management Office
6. FAA Regional Flight Standards Office
7. Federal Communications Commission
8. Federal Bureau of Investigation Field Office
9. FAA Regional Counsel
10. FAA Regional Operations Center (ROC)
11. Regional and Headquarters Office of Public Affairs

Other members may be added to the Task Force on a case-by-case basis.

V. POINTS OF CONTACT

The Washington headquarters contacts who are, as of the date of this agreement, the focal point for matters relating to this agreement, are shown in Attachment 2. The names of current specific Task Force points of contact can be obtained by contacting the FAA headquarters personnel list in Attachment 2 or the FAA Regional Frequency Management Officers.

VI. TRAINING

At least once a year, if funds are available, the three agencies agree to plan and participate in a joint exercise pertaining to "Phantom Controller" activities. This exercise will be held during the month of August of each year, unless an actual operation has occurred during the year.

VII. ENTIRE AGREEMENT/MODIFICATION OF AGREEMENT

This agreement becomes effective on the date of the last signature to the agreement. This agreement constitutes the entire understanding of the parties with respect to the subject matter hereof, supersedes all existing agreements among them concerning such subject matter, and may be amended only by a written modification duly executed by each party or authorized representative of each party.

VIII. EFFECTIVE DATE

This agreement is effective on the latest date of signature of the parties below and

APPROVED:

Federal Communications Commission

By: ~~xxxxxxxxxxxxxxxxxxxx~~
~~Richard M. Smith~~
~~Chief, Field Operations Bureau~~

Date: ~~xxxxxxxxxxxxxxxxxxxx~~

By: Joseph P. Casey
Joseph P. Casey
Deputy Chief
Compliance and Information
Bureau
Date: 8/8/96

**Department of Transportation
Federal Aviation Administration**

By: Stanley Rivers
Stanley Rivers
Acting Director, Airway Facilities

Date: 7/3/96

**Department of Justice
Federal Bureau of Investigation**

By: William J. Esposito
William J. Esposito
Assistant Director, Criminal
Investigative Division

Date: 7/19/96

IMPLEMENTATION PROCEDURES

I. NOTIFICATION PROCEDURES/FAA ASSESSMENT OF SITUATION

A. AIR TRAFFIC /SUPERVISOR

1. When a controller becomes aware of an unidentified transmission incident, the controller will notify the appropriate supervisor, who will in turn notify the Spectrum Assignment and Engineering Division, (ASR-100) (FAA (National) Task Force Coordinator (TFC)).

2. If incident occurs after hours, the Air Traffic Supervisor will notify the Regional Operations Center (ROC) and ask that the following personnel be notified:

- a. TFC
- b. FAA Regional Frequency Management Office (FMO)
- c. FAA Headquarters National Maintenance Coordination Center (NMCC)

- 703 904-4487

- d. Washington Operations Center (WOC) 9-202-267-3333

B. FAA (NATIONAL) TASK FORCE COORDINATOR (TFC)

Once the TFC is notified, the TFC will contact the ROC or the WOC to set up a conference call with as many of the organizations listed below in order to assess the incident and to determine if the Task Force will be activated:

- 1. Regional Air Traffic Division
- 2. Regional FMO
- 3. Regional Civil Aviation Security (CAS) Specialist
- 4. Local AF Manager
- 5. Local AT Manager
- 6. Local FS Manager
- 7. Local FCC Engineer in Charge

Generally, the Task Force will be activated if it is determined that the transmissions are (a) deliberate or intentional, (b) directed to aircraft or air traffic controllers, (c) disrupting the normal flow of air traffic control duties, and (d) present a safety issue.

If it is decided not to activate the Task Force at this time, the TFC will notify the ROC or WOC and the NMCC and continue to coordinate to ensure appropriate monitoring in case of further incidents. If it is decided to activate the Task Force, then the guidelines in paragraph II. A., are to be followed.

II. TASK FORCE ACTIVATION

A. If it is determined that a deliberate interference situation requires Task Force activation exists, then the (National) TFC will contact the WOC or the ROC to set up a conference call with as many of the following organizations:

1. FAA Headquarters Spectrum Policy and Management
2. NMCC
3. Regional Air Traffic Division
4. Regional FMO
5. Regional Operations Center
6. Regional Counsel
7. Regional Security Division
8. Regional Flight Standards
9. FBI Headquarters Contact
10. FCC Headquarters Contact
11. FAA Headquarters Security
12. Local AF, AT and FS Managers

(THE ACTIVATION OF THE TASK FORCE SETS OTHER ACTIONS INTO MOTION, I.E., INITIAL RESPONSE, ACTIVATION OF COMMAND CENTER)

The participants will discuss the current situation, along with a determination as to the initial response and the resources that will be sent to support the "Phantom Controller" investigation. The resources to be sent to support the investigation will be determined by the Task Force Activation Level. The levels are as follows:

1. Level 1 - Periodic pattern of deliberate interference with no ATC instructions given
2. Level 2 - Bogus ATC instructions have begun and may continue
3. Level 3 - (highest) - Bogus ATC instructions are being transmitted on

B. Each agency will commit in accordance with paragraph II., C., initial resources for the resolution of this problem. Each agency headquarters will have a local contact point on the teleconference so that all participants in the operation can better understand their roles and responsibilities.

C. The Task Force will discuss what resources are available from each agency and how they can be used when necessary. Procedures will be discussed as to where and how each resource will be brought into play by the Task Force.

D. The Task Force will also determine if a command center needs to be established at this time. The level of the Task Force activation will determine the establishment of a command center (normally if at Task Force Activation Level 3). If a command center is not established initially, then a daily teleconference will be held for updates.

III. COMMAND CENTER ACTIVATION

A. If a command center needs to be established, then the Task Force Coordinator, upon arrival on site, will make initial contact with the following persons:

1. Local AT, AF and FS managers
2. FCC engineers who are on site
3. Local FBI contact

A determination will be made on the location of the command center. Ideally, the location will be in an inconspicuous place to maintain the security of the operation. Some locations could be the local AF office, AT office, or adjoining rooms at a local hotel/motel. These rooms are to be used ONLY for the command center activities. If hotel/motel rooms are used, security of these rooms must be maintained 24 hours a day.

Attachment 5 contains a list of recommended resources for the command center.

The local Air Traffic and Airway Facilities Managers shall be detailed to the command center until the investigation has been concluded.

B. COMMAND CENTER DAILY OPERATIONS -

The command center is one of the most important tools in assuring that an investigation is resolved successfully; therefore, the following procedures are to be used as guidelines:

1. A status briefing should be held each day, if possible, prior to deployment of any personnel, to determine the specific types and amounts of resources needed.

2. AT should provide a daily transcript of any unauthorized transmissions. This transcript will be part of the daily analysis.

3. Debriefings should be held regularly. Action items can be assigned to the appropriate persons. Only the key members should be in attendance at the briefings/debriefings. During the briefing sessions, a teleconference can be set up to bring all other necessary parties up to date. The key members are identified in paragraph B.10, below.

4. The situation needs to be reassessed each day, to determine if, when, and what kinds of additional resources are needed, and the source of these resources.

5. Members of the command center will analyze the data. Examples of the data include the bearings that were plotted during the previous day's activities, vehicle tag numbers, comments from the engineers that were deployed, the daily transcripts, suspect list, etc.

6. As data is received by the command center's personnel, it needs to be plotted for analysis. This data can be plotted on flip charts, in computers, and/or note pads. How the data is handled will determine how useful it becomes. The command center needs good information, not just data, to complete the investigation successfully

7. Conduct a weekly teleconference to ensure that the following organizations are kept current as to the status of the investigation:

- a. FAA Headquarters Office of Spectrum Policy and Management
- b. FAA Regional Public Affairs
- c. Regional FMO
- d. Regional Operations Center
- e. Regional Counsel
- f. Regional Flight Standards Office
- g. FBI Headquarters contact
- h. FCC Headquarters contact
- i. Appropriate Sector Manager
- j. Regional Civil Aviation Security Division

8. The Task Force Coordinator will be the spokesperson for the operation. No statements are to be made to the press, until the Task Force, identified in section IV of this Interagency Agreement, with the consent of the U.S. Attorney, have agreed to their content and timing. Until a successful resolution of all criminal proceedings is concluded, all legal questions shall be referred to the local U.S. Attorney's office through the local FBI coordinator.

9. The command center should be equipped with no less than the minimum number of personnel and resources recommended in Attachment 5.

10. Initially, the command center should be staffed with the following people:

- a. Task Force Coordinator
- b. Local AF Manager
- c. AT management
- d. FAA Security
- e. FCC coordinator
- f. Administrative assistance (Local AF/AT personnel)

These participants will be some of the key members of the command center's activities. The FBI coordinator will be added to the command center staffing when the FBI opens a criminal investigation of a specific incident. However, the FBI coordinator should attend all briefings and debriefings. The responsibilities of the key members are outlined in paragraph C.

C. RESPONSIBILITIES OF COMMAND CENTER KEY MEMBERS

1. TASK FORCE COORDINATOR (TFC) - The TFC shall:

a. Coordinate Task Force activities.

b. Collect and disseminate data and information by teleconference, reports, fax messages, or meetings.

c. Be the spokesperson for the operation and the Task Force member representing the FAA Office of Spectrum Policy and Management, 'ASR-1 and the Spectrum Assignment and Engineering Division, ASR-100.

d. Develop daily situation reports. These reports will be sent, by fax, to each organization.

e. Establish lines of communications between members of the Task Force, the Task Force and headquarters organizations, and the Task Force and local law enforcement organizations.

f. Coordinate the necessary resources for the Task Force.

g. Coordinate the activities of the three agencies in the operation of the command center and investigation.

h. Conduct all meetings, including the briefings and debriefings, and coordinate meetings between the Task Force and the U.S. Attorney's Office.

i. Develop and distribute a final report of the incidents investigated. (See Attachment 3 for a sample format of the final report.)

j. With the help of the Administrative Assistant, keep a daily record of the activities, which should include, as a minimum, tasks completed, steps in the resolution of the investigation, assignments, resources used, resources requested, issues or problems that may have arisen from that day's activities. These records will be very useful in completing the final report and for the daily

2. FAA SECURITY - The FAA on-site Security shall:

- a. Conduct FAA investigations.
- b. Interface with other Federal and local law enforcement personnel.
- c. Assume responsibility for potential investigations.
- d. Provide security guidance procedures, in conjunction with the FBI coordinator, such as the safeguarding of evidence, establishing a "chain of custody", and setting up FCC vehicles for surveillance, to the Task Force Coordinator, and as appropriate, to the entire Task Force.
- e. Assist in the development of the search and arrest warrants.

3. ADMINISTRATIVE ASSISTANT - The administrative assistant will be a valuable resource during the operation and should aid in the development of the final report and the activities leading to the Task Force final debriefing. The administrative assistant shall:

- a. Answer phones; take and route messages.
- b. Assist in the plotting of the incoming data in a format that will allow the Task Force members to easily analyze the data.
- c. Take notes of the debriefings/briefings.
- d. Establish files for information and data collection.
- e. Ensure adequate administrative supplies are on hand.

4. LOCAL AIR TRAFFIC MANAGEMENT - The local AT Manager shall:

- a. Act as the liaison between the Command Center activities and operations with the Air Traffic Controllers.
- b. Determine the feasibility of certain operations in the Air Traffic Facilities to ensure that safety is maintained at all times during the operation.
- c. Assist the Task Force during the investigation.

5. LOCAL AF MANAGEMENT - The local AFSFO Manager shall:

a. Act as the liaison between the activities and operations of the command center and the local AF office during the investigation.

b. Be the source of detailed information on incidents.

c. Coordinate the support of the AF technicians and logistics personnel.

6. FBI COORDINATOR - The FBI will be a valuable asset in the command center as the investigation progresses toward an arrest. The FBI coordinator shall:

a. Review the complaint with the U.S. Attorney's office for possible violations.

b. Investigate, under FBI procedures, to identify and prosecute perpetrators.

c. To the extent allowed by law, provide results of the investigation to FAA Security Office and to the Task Force, during the investigation.

d. Develop the required warrants, based on evidence from the FCC and FAA.

e. Provide technical guidance, in conjunction with the FAA on-site security coordinator, to the Task Force relating to evidence, specifically, what evidence is required, how to safeguard the evidence, and other legal guidance via the local U.S. Attorney's office.

f. Provide and coordinate the FBI assets, i.e., the deployment of FBI agents for the purpose of surveillance, tag runs, and the actual arrest of the suspect.

g. Attend all briefings and debriefings or designate an alternate.

h. Assist the U.S. Attorney, FBI, and FCC in securing any equipment that may have been used by the suspect to preclude any damage or loss of evidence.

i. Exercise lead agency authority in the conduct of the criminal investigation.

7. FCC COORDINATOR - The FCC Coordinator shall:

a. Be the FCC's liaison between the FCC engineers, the command center and the local AT/AF operation.

b. Direct the daily operation and deployment of the FCC personnel during the investigation.

c. Provide DF guidance to the local FAA office, if necessary.

d. Ensure that the FCC's operation has the necessary resources. The FCC coordinator will provide a list of the required resources to the TFC.

e. Assist with the development of the search and arrest warrants.

f. Ensure that the electronics evidence is analyzed and discussed at the daily briefings

g. Designate a team of FCC personnel for the purpose of assisting the U.S. Attorney and FBI in securing all of the suspect's equipment in such a way that no evidence is destroyed.

IV. COMMAND CENTER DEACTIVATION

When the TFC determines there will be no further threats, the command center will be deactivated. Therefore, the following action can be taken.

A. The local AF and AT managers can be released from their detail to the command center.

B. FCC can release the agents, vehicles, and equipment.

C. The administrative assistant must take the following action:

1. Ensure that all files are intact and secure.

2. Once these files are secure, arrange to have them transported to the TFC's office to be used for developing the final report and preparing for the interagency debriefing.

D. FAA Security and the FBI coordinator will ensure that all evidence is secure.

E. The TFC will advise the following persons that the command center has been deactivated:

1. FAA Headquarters Office of Spectrum Policy and Management
2. Regional Air Traffic Division
3. Regional Frequency Management Office
4. Regional Security Division
5. Regional Public Affairs
6. Regional Counsel
7. Regional Operations Center
8. Systems Management Office
9. Sector Manager

F. FAA Security and the FBI Coordinator will ensure that data gathered during the investigation, that will not be used as evidence, is properly stored or destroyed. No data gathered during a criminal investigation will be destroyed without the explicit approval of the U.S. Attorney's office.

G. All other equipment must be accounted for and can be returned to the appropriate locations.

An interagency Task Force debriefing shall take place not later than two weeks after the command center has been deactivated.

V. TASK FORCE DEACTIVATION

Once the command center is deactivated, the next task is to deactivate the Task Force.

However, the TFC should continue monitoring alert bulletins for possible "copy cat" transmissions. If "copy cat" transmissions occur, then the procedures in this attachment will be utilized again.

Before the Task Force is deactivated, the interagency debriefing must be held. Items coming from this meeting will be used a part of the final report. The interagency debriefing will include such discussion items as follows:

- A. Performance
- B. Problems/solutions
- C. Recommendations
- D. Action items

The TFC will advise the offices, as shown in paragraph IV. E, that the Task Force has officially been deactivated.

The final report should be distributed to the organizations, as shown in Attachment 4, no later that 60 days after the interagency debriefing concludes.

HEADQUARTERS CONTACT POINTS

The following Washington Headquarters offices shall be the focal point for all matters regarding this Interagency Agreement:

1. Gerald J. Markey
Director, Office of Spectrum Policy
and Management
FAA, 800 Independence Ave. SW.
Washington, DC 20591
Telephone: (202) 267-9738

2. Daniel Emrick
FCC, Room 744, Stop 1500 E1
1919 M. Street, NW.
Washington, DC 20554
Telephone: (202) 418-1175

3. Chief, Interstate Theft and Reservations Crimes Unit
Federal Bureau of Investigation
10th and Pennsylvania Ave. NW.
Washington, DC 20535
Telephone: (202) 324-4199
24 Hour Operations Command Center # (202) 324-6700

SAMPLE FORMAT FOR FINAL REPORT

The format for the final summary should be printed with the following sections:

Table of Contents

Section 1.....Executive Summary

Section 2.....Actual Events

Section 3.....Transcripts From Taped Transmissions

Section 4.....Resources Expended

Section 5.....Interagency Task Force Personnel

Section 6.....Final Debriefing

Section 7.....Recommendations

Section 8.....Publicity

DISTRIBUTION OF THE FINAL REPORT

The final report will be distributed to the following organizations:

1. FAA Headquarters Office of Spectrum Policy and Management
2. Regional Operations Center
3. Regional/headquarters Chief Counsel
4. Regional and Headquarters Public Affairs
5. Regional Airway Facilities Division
6. Regional Air Traffic Division
7. Regional Civil Aviation Security Division
8. Regional Flight Standards Division
9. FBI Headquarters
10. FCC Headquarters
11. Systems Management Office
12. Local AF Manager
13. Regional AF Division Manager

LIST OF RECOMMENDED RESOURCES

I. Personnel:

A. Command Center

1. Task Force Coordinator
2. Local Air Traffic Management
3. Local AF Management
4. Local FS Management
5. FAA Security Agent
6. FCC Coordinator
7. Administrative Assistant
8. *FBI agent(s)
9. *Negotiator and/or someone experienced in developing suspect profiles

* Can be added as the investigation progresses

B. Field operation

1. FCC agent
2. FAA technicians/engineers
3. FBI agent(s)
4. FAA Security .

II. Equipment

A. Command Center

1. Computers, with modems - 2 preferable
2. Fax machine
3. Shredder
4. Telephones, with speaker phone capacity - 4 preferable
5. Pagers, one for each key member of the Command Center
6. FM Base Station and hand-held transceivers - Secure mode
7. Software
 - a. FCC Computer generated City Maps Program
 - b. Spreadsheet
 - c. Database
 - d. Communications program . e. Word Processing

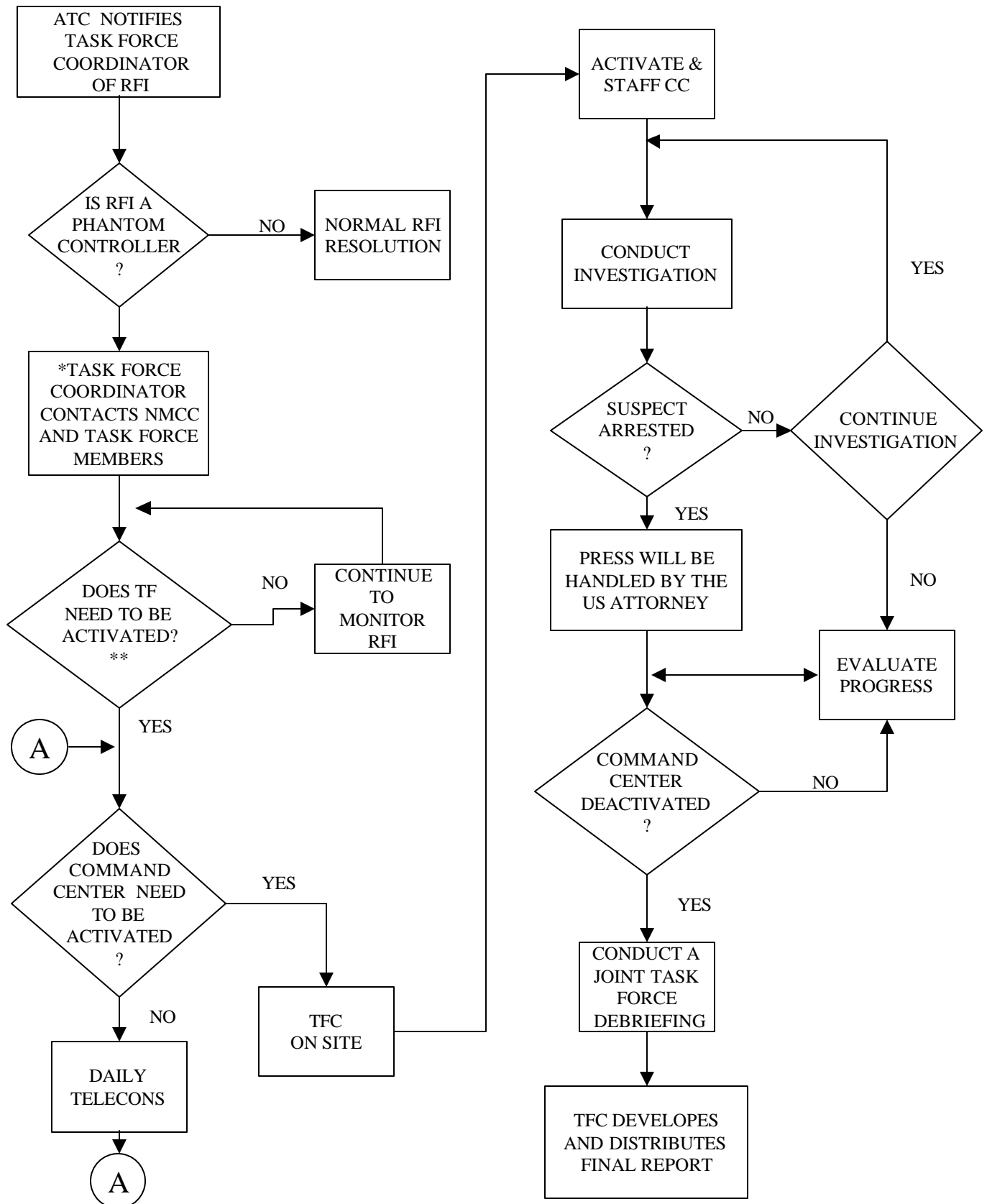
8. *Contingency Communications Support Team (CCST)
9. Photocopier
10. Secured Storage .

* Can be added later, if needed

B. Field Operation

1. FM Hand held transceivers - secure mode
2. Pagers - one for each engineer deployed in cars working mobile DF equipment
3. Fixed DF stations
4. Portable hand-held DF
5. Night scope

FLOWCHART FOR TASK FORCE/COMMAND CENTER ACTIVATION/DEACTIVATION



*FAA INTERAGENCY TASK COORDINATOR (TFC)

**FAA TFC WILL ACTIVATE THE TASK FORCE AFTER DISCUSSIONS WITH FAA HEADQUARTES SPECTRUM ENGINEERING.

REGIONAL AIR TRAFFIC, SPECTRUM MANAGEMMENT OFFICE, CIVIL AVIATION SECURITY, AND FCC AND FBI HEADQUARTERS